

separate small hole. This permits return from the popped up position when the underwater obstacle is cleared. In addition to permitting popping up of the drive when an underwater obstacle is encountered, the damping check valve 48 resists popping up when operating in reverse.

[Para 48] The oil lock piston 51 is positioned within the damping chamber 103. Receiving recesses 39a and 51a are formed in an upper surface of the upper piston portion 46 and a lower surface of the oil lock piston 51 for receiving the spring 52 generally entirely when the spring 52 is elastically contracted fully in a vertical direction. In this manner, the total capacity of the receiving recesses 39a and 51a in the axial direction of the tilt and trim cylinder 101 can be increased sufficiently, and the degree of flexibility in selecting the dimensions and characteristics of the spring 52 can be increased accordingly. The damping arrangement for cushioning the final pop up action is the same as that of the embodiment of FIGS. 1-8 and, therefore, will not be described again.

[Para 49] Thus from the foregoing description it should be readily apparent that the described embodiments provide a very compact tilt and trim arrangement wherein the popping up action is effectively damped without positive stops that could cause abrupt stopping and possible damage. Of course those skilled in the art will readily understand that the described embodiments are only exemplary of forms that the invention may take and that various changes and modifications may be made without departing from the spirit and scope of the invention, as defined by the appended claims.